

## Shipping.

**Steamers.**

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

**FOR SWATOW, AMOY AND  
TAIWANFOO.**

The Co.'s Steamship  
*Thais*,  
Captain HUNTER, will be  
despatched for the above  
Ports on **SUNDAY, the 4th Instant, at  
Daylight.**

For Freight or Passage, apply to  
**DOUGLAS LAPRAKE & Co.,  
General Managers.**

Hongkong, August 2, 1889. 1889

**THE SCOTTISH ORIENTAL STEAM-  
SHIP COMPANY, LIMITED.**


**FOR SWATOW, SINGAPORE AND  
BANGKOK.**

The Company's Steamer  
*Para Chon Kiao*,  
Capt. W. H. WATSON, will  
be despatched for the

above Force on SUNDAY, the 4th August,  
at 10 a.m.

For Freight or Passage, apply to  
YUEN FAT HONG,  
Agents.  
Hongkong, July 31, 1889. 1491


FOR YOKOHAMA AND KOBE.

 The Steamship  
*Westmeath*,  
STONEHOUSE, Commander,  
will be despatched for  
the above Ports about the 4th August.

For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
Agents.


Hongkong, July 26, 1889. 1460

**FOR SINGAPORE, HAVRE AND  
HAMBURG.**  
(Taking Cargo at through rates to  
**ANTWERP, AMSTERDAM, ROTTER-  
DAM, LONDON, LIVERPOOL  
and BREMEN.**)

 The Steamship  
*Epiphania*,  
Capt. L. VOLLMER, will  
be despatched for the  
above Ports on MONDAY, the 5th August,  
at 10 a.m.  
For Freight or Passage, apply to  
**SIEMSEN & Co.,**

Hongkong, July 29, 1889. Agents. 147

**THE SCOTTISH ORIENTAL STEAM  
SHIP COMPANY, LIMITED.  
FOR BANGKOK (DIRECT.)**

 The Company's Steamship  
*Kong Beng*,  
Captain R. Jones, will  
be despatched for the  
above Port on **TUESDAY**, the 6th Inst.  
at 8 a.m.  
For Freight or Passage, apply to  
JAMES WATSON & CO.

YUEN FAT HONG,  
Agents.  
Hongkong, August 2, 1889. 151

---

**NAVIGAZIONE GENERALE  
ITALIANA**  
(FLORIO & RUBATTINO UNITED COMPANIES)

**STEAM FOR**  
**SINGAPORE, PENANG & BOMBAY.**  
Having connection with Company's Mail  
Steamers, to ADEN, SUER, PORT SAID,  
MESSINA, NAPLES, (LEGHORN)  
and GENOA; all MEDITERRANEAN  
ADRIATIC, LEVANTINE and SOUTH AFRICAN

CAN PORTS, up to CALLEAG. TAKING Cargo  
at through rates to PERSIAN GULF  
and BAGDAD.

The Co.'s Steamship  
*Bismio*,  
Captain VALLI, will be  
despatched at above on  
WEDNESDAY, the 7th instant, at Noon

At Bombay the Steamers are discharging in VICTORIA'S DOCK.  
For further Particulars regarding Freight and Passage, apply to  
**CARLOWITZ & Co.,**  
Agents.  
Hongkong, August 1, 1889. 150

**OCEAN STEAMSHIP COMPANY.**  
**FOR SHANGHAI VIA AMOY.**  
*(Taking Cargo and Passengers at through rate*  
*for NINGPO, CHEFOO, NEW-*  
**CHWANG, TIENSTEIN, HANKOW**

and Ports on the YANGTZE.)  
The Co.'s Steamship  
Dined,  
Capt. BARTLETT, will be  
despatched as above on  
FRIDAY, the 9th Instant.  
For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
*Agents.*  
Hongkong, August 2, 1889. 151

---

**Sailing Vessels.**

FOR NEW YORK.  
The 3/3 L.L.L. American Barque  
*Richard Parsons,*  
THORNDIKE, Master, will leave  
here for the above Port, and  
will have quick despatch.  
For Freight, apply to

RUSSELL & Co.  
Hongkong, July 25, 1889. 148

---

THE SONGEI KOYAH PLANTING  
COMPANY, LIMITED.

---

NOTICE TO SHAREHOLDERS

**IN** accordance with the Articles of Association and Prospectus of the above-named Company, SHAREHOLDERS are hereby notified that a CALL of \$15 (FIFTEEN DOLLARS) per SHARE, is Payable to the Hongkong & Shanghai Banking Corporation of

before the 16th day of August, next.  
**GLBB, LIVINGSTON & Co.,**  
*General Managers,*  
 Hongkong, July 15, 1889. 187



## Intimations.

The SHARE LIST will close on Saturday, 10th August, at 1 p.m.

## THE PEAK RESIDENCES, LIMITED.

INCORPORATED UNDER THE COMPANIES' ORDINANCE, 1855 TO 1880.

CAPITAL, £250,000  
DIVIDED INTO 10,000 SHARES OF £25 EACH.  
Payable 85 on Application, £10 on Allotment, and the Balance as required in Instalments of not more than £5.  
Shares taken up by the Vendors, £4,000  
Shares now offered to the Public, £8,000  
Total, £12,000

Directors: JOSEPH W. NOBLE, Esq.,  
E. JONES HUGHES, Esq.,  
C. L. GORHAM, Esq.,  
F. W. WAUGH, Esq.,  
CHONG KAI, Esq.

Chairman: JOSEPH W. NOBLE, Esq.

APPLICANTS FOR SHARES will be received until the 10th day of August, 1889, and must be made on the proper forms for that purpose and forwarded to the Chartered Bank of India, Australia and China, together with the amount payable on application.

Prospectus and Share Forms may be had of the Bankers or at the Office.

Bankers: THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Solicitor: ARTHUR BEHARD ROBYK, Esq.,  
2, D'ARLINGTON STREET.

Hongkong, July 31, 1889. 1456

CHAS. J. GAUFF & Co.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silver Smiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGERS' CELEBRATED BINOCULARS AND TELESCOPES.

RATON'S LANTERN AND COMPASS, ADMIRALTY CHARTS, NAUTICAL BOOKS.

English Silver & Electro-Plated Ware, Gold & Silver Jewellery in great variety.

DIAMONDS AND—  
DIAMOND JEWELLERY.

A Splendid Collection of the latest LONDON PATTERNS, at very moderate prices. 749

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FORMS should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-Signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, August 25, 1889. 1458

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-PONG, Surgeon Dentist.

(Formerly Licensed Apprentice and Lately Assistant to Dr. ROGERS.)

At the urgent request of his European and American patients and friends, he has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUNDRELL STREET.

CONSULTATION FREE.

Discount to missionaries and families. Sole Address.

2, DUNDRELL STREET.

(Next to the New Oriental Bank.)

Hongkong, January 12, 1888. 66

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, £50,000,000  
PAID-UP CAPITAL, £2,500,000  
RESERVE FUND, £1,250,000

Board of Directors: Hon. J. J. KESWICK, Chairman,  
Hon. C. P. CHATFIELD, Vice-Chairman,  
E. A. SOLOMON, Esq.,  
S. C. MOSES, Esq.,  
S. C. MICHAELSEN, Esq.,  
G. E. NOBLE, Esq.,  
LEE SING YAT, Esq.,  
POON PONG, Esq.

Bankers: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, on LAND or BUILDINGS, PROPERTIES PURCHASED AND SOLD.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's Office, No. 6, Queen's Road Central.

A SHELTON HOOPER, Secretary.

Hongkong, 3rd May, 1889. 844

Our Jobbing Department

HAVING JUST BEEN REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with readiness and despatch, and at very moderate rates.

CHINA MAIL OFFICE

## Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP WESTMATH, FROM LONDON.

CONSIGNEES of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from the Steamer.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th Instant, or they will not be recognized.

Consignees will be required to sign an Average bond and pay a deposit before obtaining delivery of their Cargo.

ADAMSON, BELL & Co., Agents.

Hongkong, August 1, 1889. 1509

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Prigga*, Captain F. Naatz, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from the Steamer.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Inst. at 4 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, July 30, 1889. 1473

GLEN LINE OF STEAMERS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenhead*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

Optional Cargo will be forwarded, unless notice to the contrary be given before 11 a.m. To-day.

Cargo remaining undelivered after the 5th August will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 12th of August, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, July 20, 1889. 1472

NOTICE TO CONSIGNEES.

S.S. *ALHANY*, FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 7th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, August 1, 1889. 1493

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

AARON, American ship, Captain J. H. Frost—Russell & Co.

AMPHITRITE, German ship, Captain B. Bowell—Order.

CONSTANCE, British ship, Capt. Singly—Wing Tai Loong.

IRON, French barque, Captain Régnier—Melchers & Co.

MABEL TAYLOR, British ship, Capt. Chas. E. Durker—Melchers & Co.

ONZOA, British barque, Captain A. O. Brown—Gonsalves & Co.

RICHARD PARSONS, Amer. barque, Capt. W. F. Thorndike—Wielor & Co.

SATSUMA, British barque, Captain A. G. Swenson—Eduard Schellhaas & Co.

VELOCITY, British barque, Captain R. Martin—Pustan & Co.

To-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, August 3, 1889. 1516

## To-day's Advertisements.

STEAM TO LONDON (DIRECT), Calling at Intermediate Ports.

The P. & O. S. N. Co.'s Steamship

will leave for the above places TO-MORROW (SUNDAY), 4th Inst., at Daylight.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 3, 1889. 1510

FOR SHANGHAI.

The Steamship *Belgic*, Captain G. H. FREEMAN, will be despatched for the above Port on TUESDAY, the 6th Instant, at 4 p.m.

For Freight or Passage, apply to STEPHENSON & Co., Hongkong, August 3, 1889. 1520

THE GIBB LINE OF STEAMERS.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE, via FOOTHOROW.

(Taking through Cargo for ADELAIDE, TASMANIA AND NEW ZEALAND.)

The British Steamer *Gibb*, Capt. SCOTT, shortly expected with an Cargo from Japan, will be despatched as above on TUESDAY, the 13th Instant, at 4 p.m.

This Steamer has superior Accommodation for First Class Passengers.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.

Hongkong, August 3, 1889. 1525

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

In the Matter of the COMPANIES ORDINANCES 1877 AND 1880.

In the Matter of THE HONGKONG & KOWLOON WHARF & GODOWN CO., LIMITED, AND REDUCED.

NOTICE is hereby given that a Petition, for confirming a Resolution, reducing the Capital of the above Company from \$1,700,000 to \$1,000,000, was, on the 27th day of July last, presented to the Acting Chief Justice of Hongkong and is now pending, and that the list of Creditors of the Company is to be made out for the 3rd day of September, 1889.

Dated the 3rd day of August, 1889.

WOTTON & DEACON, Solicitors for the Company.

NOTICE.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

IN accordance with the Provision of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of TEN PER CENT. for the half year ending 30th June, 1889, on the paid up Capital of the Company.

DIVIDEND WARRANTS payable at the HONGKONG & SHANGHAI BANKING CORPORATION on the 26th Instant will be ISSUED TO SHAREHOLDERS on the Register on the 24th August.

The Transfer BOOKS of the Company will be CLOSED from 10th to 24th Instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, August 3, 1889. 1523

HONGKONG RIFLE ASSOCIATION.

THE KWONG KWAN YEEN CHALLENGE CUPS.

THE First COMPETITION for the 1st STAGE, will take place NEXT SATURDAY, 10th Instant, at 3.15 p.m., under the Conditions already notified.

The Entrance Fee for this Stage only, is 30 Cents, or for the Two Stages, i.e. 60 Cents, must be sent to me before 5 p.m. on Friday next, 9th Instant.

The Second Stage will be shot off on SATURDAY, 17th Instant.

A SHELTON HOOPER, Hon. Secretary, o/o HONGKONG CLUB.

Hongkong, August 3, 1889. 1524

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GARLIO* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 22nd August, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fare granted as follows:—To San Francisco, £225.00

To San Francisco and return, £375.00

available for 6 months

To Liverpool, £325.00

To London, £350.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and Vessels to Europe.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency at the Company, No. 504, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, August 3, 1889. 1513

## To-day's Advertisements.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 7 Pct. —CASH— AND BONUS of 2 Pct. CASH—

on the Half-Yearly Meeting of Shareholders held this Day will be Payable at the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 6th Instant.

Shareholders are requested to apply at the Office of the Company for WARRANTS.

By Order of the Board of Directors, THOS. ARNOLD, Secretary.

Hongkong, August 3, 1889. 1521

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the Company's Office, No. 18, Bank Buildings, Queen's Road, Hongkong, on TUESDAY, the 20th August, 1889, at 3 o'clock p.m., the Objects and Business of which Meeting will be to submit for Confirmation the Special Resolutions passed at the Meeting held this Day.

By Order of the Board, T. ARNOLD, Secretary.

Hongkong, August 3, 1889. 1523

DAKIN'S CANTHARIDINE HAIR SIMULANT.

Will not produce a growth of Hair where the root has already perished, but it will effectually prevent that falling out of the Hair, which is one of the disagreeable consequences of a residence in this climate.

In Bottles, £1.50 each.

DAKIN'S INSTANTANEOUS HAIR DYE.

A certain remedy for RESTORING to BLACK or BROWN Hair which has prematurely turned GREY. Easy application and pleasant results.

Per Case, £1.00.

Dakin's Prickly Heat Lotion.

The only reliable remedy for irritation of the SKIN. Scales, Etc.

Per Bottle, 50 Cents.

DAKIN BROTHERS, LIMITED, HONGKONG.

Telephone No. 60. Hongkong, July 22, 1889. 1427

SHIPPING.

ARRIVALS.

August 2, 1889.—  
Kwang Lee, Chinese str., 1,508, Lancaster, Shanghai July 29, General.—C. M. S. N. Co.

August 3.—  
Flintshire, British steamer, 1,780, Devron, London and Singapore July 28, General.—ADAMSON, BELL & Co.

Fidilio, German steamer, 857, H. Bresson, Deli July 28, Ballast.—METCHERS & Co.

Vendia, British steamer, 1,551, R. W. B. Haselwood, Nagasaki July 30, General.—P. & O. S. N. Co.

Hongkong, British steamer, 2,045, W. J. B. Watkins, Shanghai July 30, General.—P. & O. S. N. Co.

Doria, German steamer, 771, T. Raben, Quinhon July 29, Toron 30, and Hichow August 2, General.—WIELER & Co.

Oscar Mooser, German barque, 360, C. S. Böyen, Keelung July 15, Coalstead and Hardwood Plants.—CAPTAIN.

Peking, German steamer, from Whampoa.

Yorshire, for Kobe.

Namchow, for Amoy.

Merventhaire, for Singapore and London.

Achilles, for Singapore and London.

Fushan, for Shanghai.

Diamond, for Amoy, Japan and San Francisco.

Keang Lee, for Whampoa.

Tetario, for Singapore.

CLEARED.

Fortune, for Shanghai.

Flintshire, for Nagasaki.

Fidilio, for Swatow.

Thales, for Coast Ports.

Hid-yoshi Maru, for Port Cockburn.

Phra Chon Klay, for Swatow and Bangkok.

Anson, for Hoihow.

Elis, for Hoihow.

PASSENGERS.

ARRIVED.



ness and noises in the head of 23 years' standing by a simple remedy, will send a description of it free to any Person who applies to: Nicholson, 21, Bedford Square, London, W. C., England.



## A CHANCE FOR TREASURE-SEEKERS.

A ROMANTIC EXPEDITION.

On August 2nd, 1889, four gentlemen, three of whom were barristers, and two at least of whom were absolutely ignorant of all things nautical, left Southampton on what at the time seemed to be one of the maddest expeditions of the century. They had under them a yawl of 18 tons register, and they had with them nine months' provisions and a small boy of fifteen. Their plan was nothing less than to sail to Buenos Ayres, and thence to navigate the Rio de la Plata and the very heart of South America. Mr. R. P. Knight, of Lincoln's Inn, was the skipper of the little craft. On New Year's Day, 1881, she sailed the Rio de la Plata. On the 10th of August following she reached Asuncion, the capital of Paraguay, where some members of the crew, seduced by the enticing attractions of the country, decided to remain; and in February, 1882, after many adventures, the yacht, with a scanty complement, and with her captain half-dead with fever and malaria, anchored off Bridgetown, Barbados. There ended the voyage, the whole story of which has since been told by Mr. Knight in that most delightful of books of modern travel, 'The Cruise of the Falcon.' The experience would have been enough to satisfy the adventurous aspirations of most men; but Mr. Knight was not happy. After cruising in larger yachts in the West Indies and elsewhere, he procured an old 3-ton lifeboat, which had once belonged to a P. and O. steamer, fitted her out at Hammersmith, and, in May, 1887, accompanied only by his boy, started, via the North Sea and the Dutch canal, for the Baltic. In August he reached Copenhagen. The record of that cruise is to be found in 'The Falcon on the Baltic,' which has lately been pub-

lished by W. H. Allen and Co. The boat was left at Copenhagen for the winter; and in June last her captain rejoined her there and brought her home, dropping anchor at Kingston-on-Thames on the 15th of September. At Kingston, just off the Swan landing-stage, the little craft, measuring only 29 ft. in length, is lying at this moment. But this little Falcon will be commissioned no more, for she is old and leaky. She is, moreover, too small for the next expedition that is contemplated by her owner. The next Falcon must be a far larger craft. Mr. Knight's next venture is nothing more nor less than a treasure-hunt. He has heard of a valuable booty which was hidden, some fifty years ago, by certain pirates who were subsequently hanged for their crimes; and, after having made full inquiries into the matter and having established himself in the genuineness of the documents and information that are in his possession, he has made up his mind to do his best to recover the treasure.

In appearance the venturesome yachtsman is, it must be admitted, a disappointing person. One naturally seeks for a rollicking, red-faced, rough-tongued individual; one finds a tall, thin, ascetic, professional-looking gentleman in spectacles, whose manner is unusually quiet, and whose very speech is low, modest, and almost hesitating in its unobtrusiveness. But, as one converses with him one realizes the deceptive nature of externals. He has been everywhere and done everything; he is 'as hard as nails'; he is absolutely indifferent to personal discomfort; and he has knowledge, luck, and will that are capable of leading him to success in ventures which for ninety-nine men out of every hundred would be predestined failure. An enthusiastic sportsman, a charming writer, and an experienced

seaman, in whom caution and dash are mingled in well-balanced proportions, Mr. Knight is just the man to carry out the weird plan he has now set on foot to do, and to give the world a delightful account of it when it shall be done. It is not necessary here to indicate precisely the whereabouts or nature of the alleged treasure. Suffice it to say that it lies many thousand miles from our coast, in an uninhabited spot, and that Mr. Knight calculates that its recovery—supposing that it can be recovered—will involve his absence from England, and indeed from civilization, for at least eight or nine months. It has been valued at as much as a million sterling. If it be worth only a tenth of that sum, it will, however, handsomely repay those who may be so fortunate as to secure it. For Mr. Knight proposes to do, things cheaply and economically, to take but few hands with him, and to share whatever profits there may be with his fellow-adventurers. Dividing the prize proportionately to each man's share in the labour and expenses of the expedition. The shipper of the Falcon is at the same time content to prepared to face partial or total failure. The treasure may have been already removed by man, or it may have been hopelessly buried by the operation of natural forces. He nevertheless firmly believes that it is still there, and that it can be recovered; and the best proof of his convictions lies in the fact that he will take the chief share in the venture and will himself lead the expedition. It is obviously a somewhat risky one. If Mr. Knight were sent from England with a paid crew of the ordinary type, hardship and privation might, by fomenting mutiny, imperil everything, even at the moment of success; and if the treasure were recovered, its value might tempt the men, who at the time would be far away from the in-

fluences of civilization, to seize it for themselves, and it may be, to commit some terrible crime in order to gain the object of their quest. Mr. Knight has therefore determined to take as possible, to take his associates only gentlemen whom he can thoroughly trust, and who shall be almost as deeply interested as he is in the complete success of the scheme. He is now looking for volunteers of this type. He wants a few educated men who will not shrink from hard work and rough experiences, and who at the same time will take shares in the venture. He intends to make the strictest qualifications of every candidate; he will exact the most unflinching obedience to his orders and standing regulations; and to each eligible man who will join him, and who will contribute £100 to the expeditionary fund, he will give one-twentieth of the profits of the venture. He will, in addition, find a suitable yacht, and provide food and accommodation until the return to England. In short, his fellow-venturers will have neither liabilities nor necessary expenses, beyond the amount of their original contribution; in return for which they will get at least eight months of wholesome change, if nothing more. But the candidates, we repeat, must be prepared to work hard and shirk neither privation nor danger. Mr. Knight's yacht, which will leave England in August, will be an elegant vessel of light draught, and will be fitted with all necessary, but with very few luxuries; and those who sail in her must not expect a life of roses and *dolce far niente*. Her captain needs only eight or ten fellow-venturers; for he will, of course, have to take with him a few paid hands as well. To eligible candidates he will give, in confidence, particulars of his hopes and projects; but they must be content to leave much to him, since, if he were to tell

everything that he knows, he might obviously be deprived by others of the success which he aspires to attain.—*St. James's Budget.*

## THE ORIENTAL WOMAN.

It is rather a curious reflection that in those countries where woman's rights are most completely non-existent, there the specially womanly duties of women are the most grossly neglected. Travellers in Egypt, for instance, tell us that when the bells call the hour of prayer every man stops whatever work he is engaged in and prostrates himself to Allah. No woman takes any notice of the sound. She is too low in the scale of humanity to make her tribute to the Almighty worthy of acceptance. She ranks in the respect almost with the brute creation. She is not withdrawn from her domestic duties by the claims of religion upon her time and thoughts. And yet the same travellers tell us that one of the horrors of Egyptian life is the fearful neglect from which the children suffer. The poor little creatures are incited by dirt and sores and are swarming with vermin. Children are frequently seen lying in their mother's arms with six or eight flies in each eye. Ophthalmia and various kinds of blindness are, of course, very prevalent, although death results from an enormously large proportion of the children from their sufferings. Three out of every five children who are born die during infancy, and of those who survive one every twenty is blind. This is being 'thoroughly masculine' with a vengeance, and points an instructive moral as to the consequences upon the character of women of the denial of liberty, education and responsibility. The harsh and brutal Oriental ladies of high rank are dull and vacuous to the last degree. They play with their jewels, eat sweetmeats and smoke pipes, and thus their day passes. If their children are ill they are hopelessly bewildered and utterly unable to take care of them.

They cling, with touching reverence, to any average English or American woman who may happen to visit them, and implore her aid in doing the simplest kind of nursing and mothering for the ailing children. In London, and various kinds of blindness are, of course, very prevalent, although death results from an enormously large proportion of the children from their sufferings. Three out of every five children who are born die during infancy, and of those who survive one every twenty is blind. This is being 'thoroughly masculine' with a vengeance, and points an instructive moral as to the consequences upon the character of women of the denial of liberty, education and responsibility. The harsh and brutal Oriental ladies of high rank are dull and vacuous to the last degree. They play with their jewels, eat sweetmeats and smoke pipes, and thus their day passes. If their children are ill they are hopelessly bewildered and utterly unable to take care of them.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites is the most valuable remedy for Consumption, Scrophula, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it.—Watson & Co. (Limited), agents in Hongkong and China.

## WHY HE DID NOT GO TO THE HOSPITAL.

HE COULD LEAVE THROUGH THE AIR. My object in writing is two-fold: to express my great admiration for the benefit, and to tell a short story which cannot fail to interest the feelings of many others. It is all about myself, but I have remarked that when a man tells the honest truth about himself he is all the more likely to be of use to his fellow-creatures. To begin, then, you must know I had long been more or less subject to attacks of bronchitis, a complaint that you are aware is very common and troublesome in Great Britain in certain seasons of the year. Some months ago I had a very severe turn of it, none, I think, that I ever had before. It was probably brought on by my catching cold, as we are all apt to do when we least expect it. Weeks passed by, and my trouble proved to be very obstinate. It would not yield to medicine, and as I also began to have some shooting pains in my limbs and back, I became greatly alarmed. I could neither eat nor sleep. If I had been a feeble, sickly man, I should have thought less strangely of it; but as, on the contrary, I was hearty and robust, I feared some new and terrible thing had got hold of me, which might make my strength of no avail against it. I say, that was the way I thought.

Presently I could not even lie down for the pain all over my body. I asked my doctor what he thought of my condition, and he frankly said, 'I am sorry to have to tell you that you are getting worse.' This so frightened my friends, as well as myself, that they said, 'Thomas, you must go to the Hospital; it may be your only chance for life.'

But I didn't want to go to the hospital. Who does, when he thinks he can possibly get along without doing it? I am a labouring man, with a large family depending on me for support, and I might almost as well be in my grave as to lie on my back in a hospital unable to lift a hand for months, or feed only on gruel and soup. Right at this point I had a thought flash across my mind like a streak of sunshine in a cloudy day. I had heard and read a good deal about Mother Seigel's Curative Syrup, and I resolved, before consenting to be taken to the hospital, would try that well-known remedy. On this I gave up the doctor's medicine and began taking the Syrup. Mark the wonderful result! I had taken but three doses within twenty-four hours when I was seized with a fit of coughing; and there up the phlegm and mucus of my chest by the throat. The Syrup had loosened and broken it up. Continuing with the Syrup, the racking pain, which I believe came from the bitter and poison humours in my blood and joints, soon left me entirely, and I felt like going to sleep, and I did so undisturbed and quiet. They I felt hungry, with a natural appetite, and as I ate I soon got strong and well.

I felt I could leap through the air with delight! In a week I was able to go to my work again. It doesn't seem possible, yet it is true, and the neighbours know. There are plenty of witnesses to prove it. And, therefore, when I say I preach the good news of the great power of Seigel's Syrup to cure pain and disease far and wide, nobody will wonder at me.

THOMAS CARLISLE, 75, Military-road, Canterbury, Kent. Mother Seigel's Curative Syrup is for sale by all chemists and medicine vendors, and by the Proprietors, A. J. White, Limited, 35, Farringdon-road, London, E. C. 1, England.

## SHARE LIST.—QUOTATIONS.

Hongkong, Saturday Noon, 3rd August, 1889.

STOCKS.	When Issued.	Capital.	No. of Shares.	Par Value of Share.	Amount Paid up.	Position per Last Report.	CASE QUOTATIONS.			
							Recess Fund.	At credit of working etc. Bal. Bro's feed.	Dividend.	During Current Week.
									Amount.	When paid.
Hongkong & Shanghai Banking Corporation	1865	7,600,000	60,000	125	all	\$ 4,300,000	69,874.07		80 for 2 years to 31/12/1889 at 3 1/2 per cent. for 1889	Feb. 25, 89
Marine Insurance.										
Union Insurance Society of Canton, Limited	1867	2,600,000	10,000	250	25	696,500	\$ 345,891.82		10 per cent. for 1889	Oct. 11, 88
China Traders' Insurance Co., Ltd.	1865	2,000,000	24,000	83.33	25	650,000	261,119.28		10 per cent. for 1889	Sept. 4, 88
North China Insurance Co., Ltd.	1863	1,000,000	5,000	200	50	320,000	578,921.76		10 per cent. for 1889	April 27, 88
Yangtze Insur. Association, Ltd.	1882	200,000	8,000	25	all	75,914.31	3,089.09		10 per cent. for 1889	Jan. 18, 88
Chinese Insurance Co., Ltd.	1871	1,600,000	1,000	1,000	200	28,711.63	15,265.84		10 per cent. for 1889	Jan. 3, 88
Canton Insurance Office, Ltd.	1881	2,600,000	10,000	250	50	304,000	\$ 487,321.48		10 per cent. for 1889	Jan. 2, 88
Straits Insurance Co., Ltd.	1886	3,000,000	30,000	100	20	115,000	18,000		10 per cent. for 1889	April 1, 88
Fire Insurance.										
Hongkong Fire Insur. Co., Ltd.	1863	2,600,000	8,000	250	50	1,031,466	326,787.88		10 per cent. for 1889	Feb. 26, 88
China Fire Insurance Co., Ltd.	1870	2,400,000	20,000	100	20	600,000	223,413.29		10 per cent. for 1889	Feb. 25, 88
Straits Fire Insurance Co., Ltd.	1886	2,400,000	20,000	100	20	13,000	64,215.26		10 per cent. for 1889	Mar. 2, 88
Fire and Marine Insurance.										
Singapore Insurance Co., Ltd.	1884	4,000,000	40,000	100	20	11,875.91	230,125.08		10 per cent. for 1889	April 27, 88
Docks.										
H'kong & Whampoa Dock Co., Ltd.	1866	1,662,500	12,500	125	all	none	1,005.71		10 per cent. for 1889	Feb. 26, 88
Steamboats.										
(7) Hongkong, Canton & Swatow Steamboat Co. Limited	1865	800,000	40,000	20	all	\$ 45,000	17.0		10 per cent. for 1889	Feb. 4, 88
Indo-China Steam Navigation Co., Limited	1882	1,800,000	60,000	10	all	none	1,922.63		10 per cent. for 1889	June, 88
Douglas Steamship Co., Ltd.	1883	1,600,000	20,000	80	all	\$ 211,060.19	3,110.37		10 per cent. for 1889	Sept. 24, 88
China & Manila S. S. Co., Ltd.	1882	175,000	3,500	50	all	\$ 45,000	3,344.37		10 per cent. for 1889	Mar. 25, 88
Steam Launch Company, Ltd.	1888	100,000	2,000	50	30	—	59.20		10 per cent. for 1889	July 30, 88
Refineries.										
China Sugar Refining Co., Ltd.	1878	1,000,000	15,000	100	all	none	\$ 12,100.07		10 per cent. for 1889	—
Luzon Sugar Refining Co., Ltd.	1882	500,000	7,000	100	all	none	Dr. \$ 18,466.46		10 per cent. for 1889	—
Wharves.										
Hongkong & Kowloon Wharf & Godown Co., Limited	1866	1,700,000	17,000	100	all	none	\$ 2,765.22		10 per cent. for 1889	July 27, 88
Hongkong Land Investment & Agency Company, Ltd.	1889	5,000,000	60,000	100	60	\$ 1,250,000	—		10 per cent. for 1889	—
Kowloon Land and Building Company, Ltd.	1889	300,000	6,000	50	30	—	—		10 per cent. for 1889	—
Tramways.										
Hongkong High-Level Tramways Company, Limited	1887	120,000	1,200	100	50	—	—		10 per cent. for 1889	Dec. 22, 88
Mining.										
Jadeite Mining & Trading Co., Ltd.	1889	225,000	45,000	5	—	—	—		10 per cent. for 1889	—
Selama Tin Mining Company, Limited	1889	575,000	11,500	5	—	—	—		10 per cent. for 1889	—
Punjom & Sangha Doo Samant Mining Co., Ltd.	1886	600,000	60,000	10	all	none	—		10 per cent. for 1889	—
Sudie Francaise des Charbonnages du Tonkin	1888	4,000,000	8,000	500	—	—	—		10 per cent. for 1889	—
Planting, &c.										
East Borneo Planting Co., Ltd.	1888	200,000	4,000	50	25	—	—		10 per cent. for 1889	—
Selangor Kraya Planting Co., Ltd.	1888	250,000	5,000	50	25	—	—		10 per cent. for 1889	—
China-Borneo Company, Limited	1888	250,000	5,000	50	25	—	—		10 per cent. for 1889	—
Labak Planting Co., Limited	1889	250,000	5,000	50	25	—	—		10 per cent. for 1889	—
Darvel Bay Trading Co., Ltd.	1888	100,000	4,000	25	8	—	—		10 per cent. for 1889	—
Hotels, Buildings, &c.										
Hongkong Hotel Co., Limited	1866	300,000	3,000	100	all	none	\$ 825.60		10 per cent. for 1889	Mar. 11, 88
Austin Arms Hotel & Building Company, Limited	1886	200,000	4,000	50	25	—	—		10 per cent. for 1889	—
Borneo Hotel & Stores Co., Ltd.	—	50,000	1,000	50	30	—	—		10 per cent. for 1889	—
Peak Hotel & Trading Co., Ltd.	1889	200,000	4,000	50	30	—	—		10 per cent. for 1889	—
West Point Building Co., Ltd.	1888	625,000	12,500	50	40	—	—		10 per cent. for 1889	—
Dispensaries.										
(S) A. S. Watson & Co., Limited	1888	500,000	5,000	10	all	\$ 10,000	\$ 1,081.63		10 per cent. for 1889	May 13, 88
Cruikshank & Co., Limited	1888	80,000	1,600	50	all	—	—		10 per cent. for 1889	Oct. 5, 88
Lighting.										
Hongkong & China Electric Co., Ltd.	1884	50,000	5,000	10	all	\$ 10,943.77	1,711.19		10 per cent. for 1889	Apr. 17, 88
Hongkong Electric Co., Limited	1889	300,000	30,000	10	2	—	—		10 per cent. for 1889	—
Brick and Cement.										
Hongkong Brick and Cement Company, Limited	1886	100,000	4,000	25	17.50	—	—		10 per cent. for 1889	—
Green Island Cement Company, Limited	1889	1,000,000	10,000	50	50	—	—		10 per cent. for 1889	—
Miscellaneous.										
Hongkong Ice Co., Limited	1881	125,000	5,000	25	all	\$ 46,000	366.50		10 per cent. for 1889	Aug. 2, 88
H'kong & China Bakery Co., Ltd.	1872	30,000	600	50	all	none	\$ 184.10		10 per cent. for 1889	Feb. 26, 88
H.K. Rope Manufacturing Co., Ltd.	1883	150,000	3,000	50	all	\$ 12,000	\$ 9,502.54		10 per cent. for 1889	Mar. 27, 88
Dairy Farm Co., Limited	1886	30,000	3,000	10	all	none	Dr. \$ 390.25		10 per cent. for 1889	—
Campbell, Moore & Co., Limited	1889	12,000	1,200	10	all	—	—		10 per cent. for 1889	—
Geo. Fenwick & Co., Limited	1889	150,000	6,000	25	25	—	—		10 per cent. for 1889	—
A. G. Gordon & Co., Limited	1889	150,000	6,000	25	25	—	—		10 per cent. for 1889	—
Majubak Furniture Co., Ltd.	1889	150,000	3,000	25	25	—	—		10 per cent. for 1889	—

## Loans to Imperial Chinese Government.

Chinese Imperial Govt. Silver Loan 1884 B	Chinese Imperial Govt. Silver Loan 1884 C	Chinese Imperial Govt. 7 per Cent. Silver Loan 1886 E
Hongkong Shanghai Banking Corporation	Do.	Do.
\$1,394,700.14 H'kong Currency.	\$1,394,700.14 H'kong Currency.	Shanghai Tals 767,200.
\$400,000.	\$400,000.	\$400,000.
(\$100,000 to be drawn on Apr. 15, 1890.)	(\$100,000 to be drawn on Apr. 15, 1890.)	(\$100,000 to be drawn on Apr. 15, 1890.)

(\*) Equalization of Dividend Fund.—(†) Depreciation and Insurance Fund.—(‡) On 1st ultimo the capital of this Company was doubled by the issue of 40,000 new shares at 70 1/2 premium. This premium, amounting to \$800,000, has been added to Depreciation and Insurance Fund, which now stands at \$822,000.—(§) Capital increased on 29th May last from \$350,000 to \$500,000 by issue of 12,000 new shares at 100 1/2 premium. This premium of \$120,000 has been placed to Permanent Reserve Fund, which now stands at \$140,000.

## STOKES &amp; YOUNG,

Shareholders.

## To Let.

TO LET.  
(With Immediate Possession.)  
NO. 4, QUEEN'S GARDENS. Rent \$90 and taxes.  
Apply to  
G. C. ANDERSON,  
13, Prince Central.  
Hongkong, May 21, 1889. 147

TO LET.  
TWO ROOMS in a House on the CAIRNS ROAD LEVEL, in a highly respectable locality. FURNISHED or UNFURNISHED. Immediate Possession.  
Apply  
A. B. O.  
Hongkong, March 30, 1889. 602

NOTICE.  
OFFICES in VICTORIA BUILDINGS TO BE LET with immediate possession.  
Apply to  
ARTHUR B. RODYK.  
Hongkong, June 3, 1889. 1075

TO LET.  
3-STORY HOUSES, Nos. 37 & 45, WANCHAI. Rents moderate.  
Apply to  
YEE HING,  
No. 5, Wanchai.  
Hongkong, July 16, 1889. 1386

TO LET.  
2ND FLOOR OF HOUSE, No. 54, and 6th, QUEEN'S ROAD CENTRAL.  
Apply to  
LAI HING & Co.,  
No. 158, Queen's Road Central.  
Hongkong, July 1, 1889. 1267

TO LET.  
ROOMS in 'COLLIER CHAMBERS,' No. 9, SEYMOUR TERRACE, from 1st June. WESTBURN VILLAS, NORTH, Water and Gas laid on, Garden and Tennis-court.  
Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong